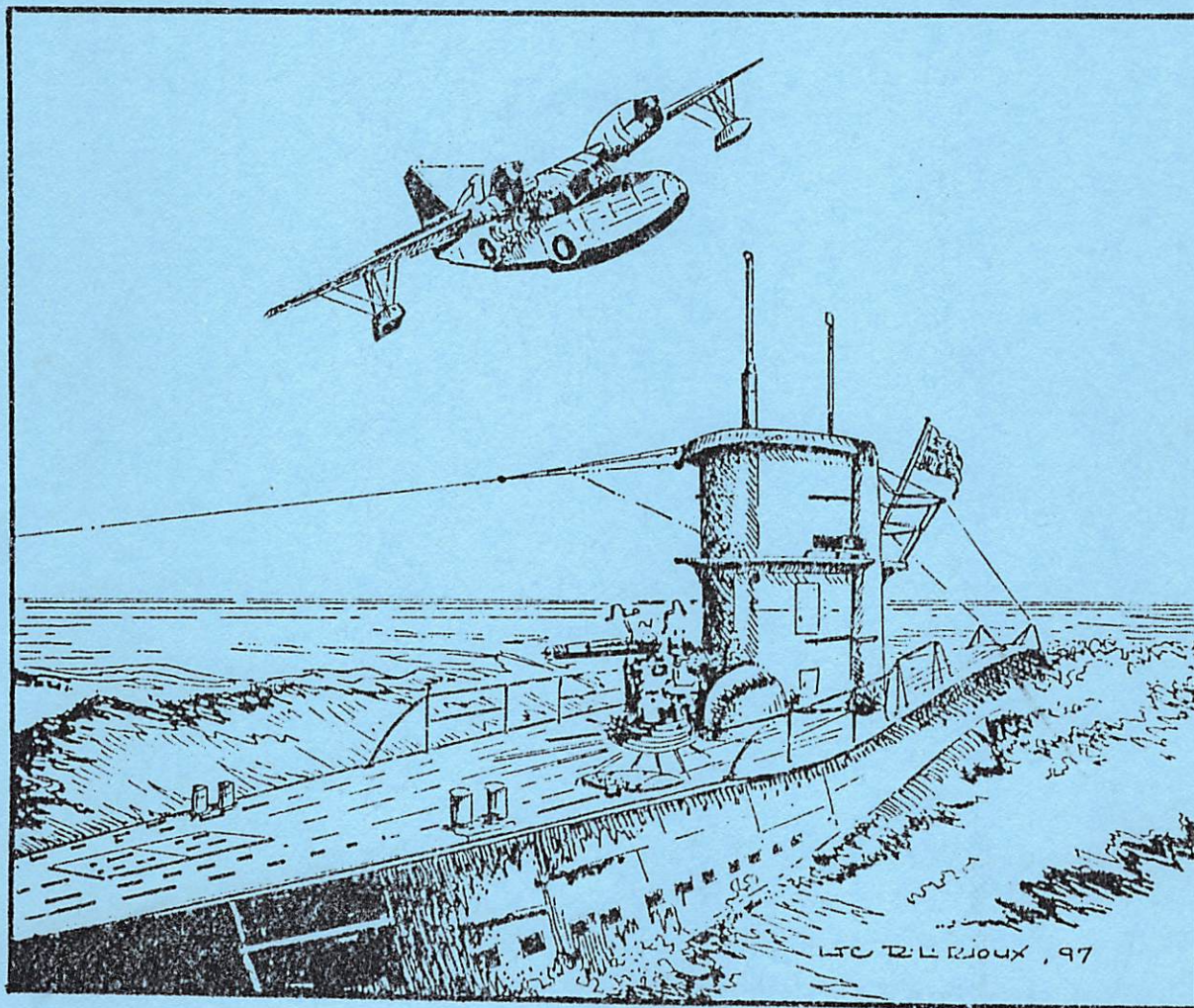


# THE SEARCH FOR THE HAGGIN-FARR SUB KILL

BY LT. COLONEL GREGORY F. WEIDENFELD, CAP



NUMBER ONE

NEW JERSEY WING  
HISTORICAL MONOGRAPH SERIES





HEADQUARTERS  
NEW JERSEY WING, CIVIL AIR PATROL  
United States Air Force Auxiliary  
PO Box 16099, Building 34-34  
McGuire Air Force Base, New Jersey 08641

Dear Friend of Civil Air Patrol History:

As an individual who has a great appreciation for Civil Air Patrol history, it is my pleasure, on behalf of Colonel Joseph Convery, New Jersey Wing Commander, and myself, to present you with this complimentary copy of "The Search for the Haggin-Farr Sub Kill."

This is the first in what is hoped to become a series of historical monographs produced by the New Jersey Wing Historical Program. Currently, there are five more titles in the works, in various stages of completion, as well as an updated and expanded edition of the history of the New Jersey Wing.

"The Search for the Haggin-Farr Sub Kill" takes a look at the author's many years of research in an attempt to tell the true and most detailed account of one of the most glorious moments in not only the history of the New Jersey Wing, but all of the Civil Air Patrol.

Additional copies of this monograph may be purchased for \$5.00 each at the New Jersey Wing bookstore, or by sending a check made out to the "New Jersey Wing, Civil Air Patrol" for \$7.00 (\$5.00 + \$2.00 postage and handling) to the address provided below. Proceeds from the sale of New Jersey Wing monographs will benefit the New Jersey Wing Historical and Cadet Programs.

We hope that you enjoy your copy and will look forward to other releases in the future.

Sincerely Yours,

A handwritten signature in cursive script that reads "Gregory F. Weidenfeld".

Gregory F. Weidenfeld, Lt. Colonel, CAP  
New Jersey Wing Historian  
Former Civil Air Patrol National Historian

Send your orders to:

Monographs  
C/O LTC Gregory F. Weidenfeld, CAP  
1402 Rustic Drive APT #2  
Ocean, New Jersey 07712-7427

15 Feb, 1998

Colonel Hopper,

Thank you so much for all  
of your help, support, guidance, and most  
of all, friendship over the years. I hope  
you enjoy this work and the others to  
follow. Best wishes and good health to  
you sir!

A handwritten signature in cursive script, appearing to be "J. H.", written in dark ink.

THE SEARCH FOR THE HAGGIN - FARR  
SUB KILL

BY

LT. COLONEL  
GREGORY F. WEIDENFELD, CAP  
FORMER NATIONAL HISTORIAN

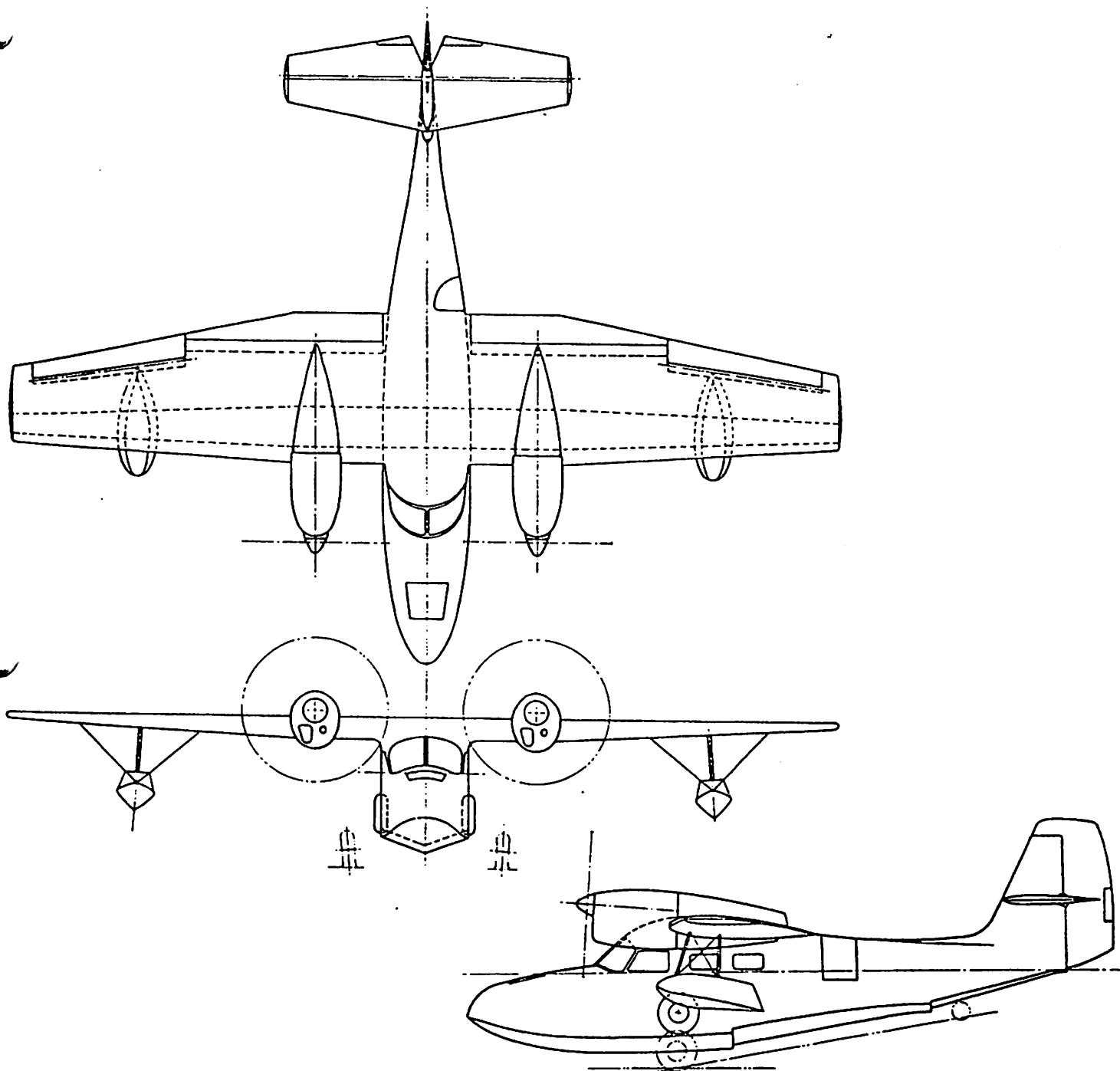
with illustrations by  
Lt. Colonel Robert L. Rioux, CAP

NEW JERSEY WING  
HISTORICAL PROGRAMS  
HEADQUARTERS NEW JERSEY WING  
CIVIL AIR PATROL

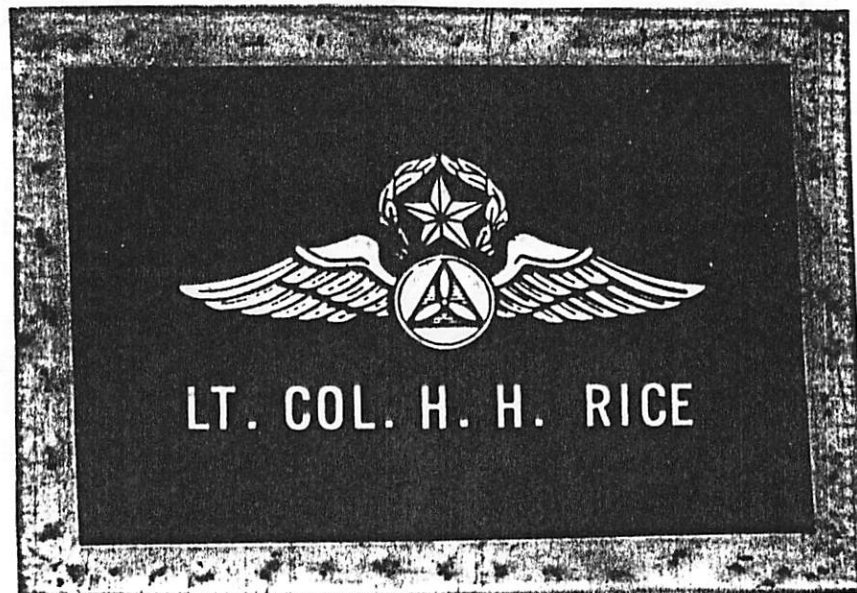
MONOGRAPH NUMBER ONE  
of the  
NEW JERSEY WING HISTORICAL MONOGRAPH SERIES



# GRUMMAN G-44/J4F WIDGEON



**COMPLIMENTS OF THE  
GRUMMAN CORPORATION**



This monograph is dedicated to the memory of Lt. Colonel Herbert H. "Tex" Rice, formerly of the New York Wing, and the Pineland Composite Squadron, New Jersey Wing, Civil Air Patrol. Without his encouragement and support, I might never have become a Civil Air Patrol historian; and then none of my achievements and accomplishments would have ever occurred. Thank you Tex.



## FOREWORD

As I read Lt. Colonel Weidenfeld's account of this event in the annals of the anti-submarine patrols, it brought to mind the Civil Air Patrol's glorious past. From our humble beginnings in New Jersey, the CAP grew to a total of twenty one bases, from Maine to Texas. We now have grown into fifty two Wings.

Our first mission was to hunt for enemy submarines. Later, we were authorized to carry bombs, until ultimately, a Grumman Widgeon carrying two, three hundred and twenty five pound depth charges, sank a submarine twenty four miles off of Absecon, New Jersey.

The Civil Air Patrol has come a long way since then. Our mission has expanded to include; Search and Rescue, Aerospace Education, and the Cadet Program.

As you read this Historical Monograph, it will bring to your consciousness a motto that we use: "The mission above all else."

Colonel Joseph F. Convery, CAP  
Commander, New Jersey Wing  
McGuire Air Force Base, New Jersey  
1 October, 1997

## PREFACE

This is the first in what is hoped to be a series of monographs about events in Civil Air Patrol history, particularly those that took place in the New Jersey Wing. Civil Air Patrol history is a personal passion of mine. I sincerely aspire that this is evident in the style with which I portray the topics and events that I write about.

Although much has been written about the Civil Air Patrol in general, so little has been written about individual events and people. This is especially true when the CAP as a whole is broken down into its individual wings. Hopefully I can change that for the New Jersey Wing. Perhaps my work will inspire others to do the same in other wings.

Over the years, there have been countless past and present Civil Air Patrol members who have helped me in my research in a multitude of ways. From sharing stories and memories, to the contribution of tons of photographs, documents, uniforms and insignia, these people who are too numerous to mention all, have enabled me to restore, recreate and preserve a vast and rich heritage that we can all be proud of.

This monograph, and others to follow, is just a small way for me to say thank you to all of you. I hope that you enjoy reading it as much as I have enjoyed writing it. This is just one of many parts of our history that can now be preserved for, and enjoyed by generations of future Civil Air Patrol members.

Lt. Colonel Gregory F. Weidenfeld, CAP  
Ocean, New Jersey  
29 July, 1997



## ACKNOWLEDGMENTS

Special thanks are in order for some of the people who played an important role in helping me complete this monograph.

Captain John Chatterton, and Captain Bill Nagle of the charter dive boat Seeker, for openly sharing their research work and for providing me with video and sketches of the U-Boat wreck.

Lt. Colonel Robert L. Rioux, CAP for your excellent artwork. Your renderings have helped to make this monograph that much better. I value our growing friendship and hope that we have much success in the future on all of the Civil Air Patrol projects that we are working together on.

Ms. Patty Davis, a friend and co-worker at the East Windsor Shop-Rite, who took the time to help me proof read and edit my manuscript. Good luck in your future career after you graduate college, as a professional educator.

Captain Leslie Weidenfeld, CAP, my wife. Thanks for your patience all those nights I worked into the wee hours of the morning, researching and writing this monograph. Your support and understanding are greatly appreciated!

Colonel Lester Hopper, CAP, National Historian Emeritus. It was Colonel Hopper who provided me the documents and photographs that were key in laying the foundation to my research on not only the Haggin-Farr sub kill, but all of my research into the days of Coastal Patrol operations out of Atlantic City. Thank You Sir!

Colonel Joseph Convery, CAP, New Jersey Wing Commander, who openly invited me to return to his staff as the New Jersey Wing Historian after I completed my duties at National Headquarters. Colonel Convery and his command staff have given me their full support and encouragement in all of my proposed historical projects, including the establishment of this monograph series. Hopefully my current efforts will help make up for all the aggravation I caused him all those years ago when I was a cadet, and he was my Deputy Commander for Cadets; and later my Squadron Commander.

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## INTRODUCTION

For the reader who is either not a Civil Air Patrol member, or perhaps just not familiar with the Civil Air Patrol's formative years, it might be useful to take a moment to briefly explain how and why the CAP came into existence. With this bit of background information in mind, one might be able to more greatly appreciate what a truly amazing feat the Haggin-Farr sub kill really was. Perhaps it will also better put into perspective the importance of this event, not only in Civil Air Patrol history, but the small yet important role it played in the Battle of the Atlantic, during World War II.

The Civil Air Patrol was the creation of New Jersey's Director of Aviation, Gill Robb Wilson. Wilson, a man of vision and foresight, saw the potential danger of German U-Boats having a field day sinking american shipping in the virtually unprotected waters of the United States' east coast. He also foresaw the grounding of private aviation for the duration of a war that he felt was inevitable. A war of length would cause severe damage to american general aviation that might take decades to recover from.

While pacifists and isolationists in Washington, D.C. stalled the United States entry into hostilities that were brewing in both Europe and Asia, Wilson put his plans into action. He organized private pilots and their aircraft in New Jersey into what came to be known as the New Jersey Civil Air Defense Service.

The CADS would be used in a variety of ways including the transport of people and light cargo, missing aircraft search, and reconnaissance against sabotage of dams, reservoirs, power lines etc. Wilson also envisioned his CADS as an observation force that could patrol for and spot enemy submarines intruding in U.S. coastal waters.

Wilson shared his feelings and ideas with his counterparts

in other states. Soon organizations similar to New Jersey's CADS began to spring up all across America. The Aircraft Owners and Pilots Association (AOPA) began a program to enroll private pilots for possible wartime activation. While these organizations geared up, it became clear to Wilson and others that private aviation could be must effectively used, if it was mobilized under one single national organization.

Using the New Jersey CADS as a blueprint, Wilson and other aviation leaders brought their ideas to Fiorello LaGuardia. Aside from being New York's feisty mayor, LaGuardia was also the head of the newly formed Office of Civilian Defense. An aviation enthusiast himself, he approved Wilson's plan. On December 1, 1941, President Franklin D. Roosevelt signed the executive order creating the newly formed Civil Air Patrol.

Only six days later on December 7th, Pearl Harbor was bombed by the Japanese. Two days later Hitler's Nazi Germany declared war on the United States. American private pilots were grounded. German naval commanders began plans to put U-Boats into action along the american eastern seaboard. All of Gill Robb Wilson's predictions had come true.

Suddenly plunged into World War II, the United States hastily prepared to go to war. Growing larger and larger every day, the fledgling Civil Air Patrol went into operation over night. Preparing for whatever role they might be called upon to serve, CAP members prepared an armada of light aircraft. Stinsons, Wacos, Taylorcraft, Bellancas, Eurcoupes; and even Piper Cubs soon became emblazoned with the blue disc, white triangle, and red tri-bladed propeller emblem of the Civil Air Patrol.



## CHAPTER 1

JULY 11, 1942

It was in January of 1942, with the Civil Air Patrol barely a month old, that German U-Boats arrived on the United State's East Coast. Sinking only their second ship, the "Under Sea Boats" were already operating only sixty miles off shore. Because of the isolationist and pacifist influences which had powered Washington up until that time, America was caught off guard.

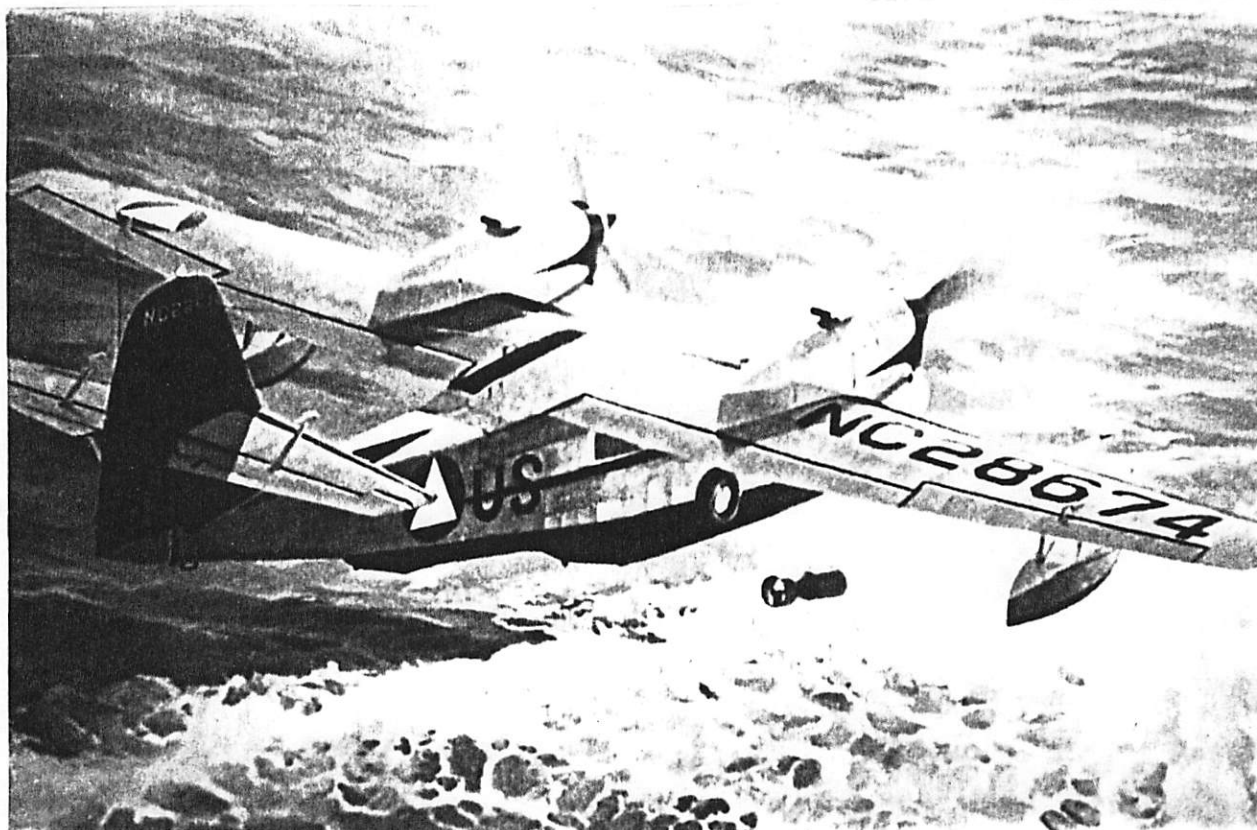
For protection, only a destroyer, a few Coast Guard cutters, a blimp, and a handful of outdated airplanes could be mustered. Out of desperation, the Coast Guard commandeered yachts for anti-submarine patrols. With depth charge racks mounted on teak wood decks, other vessels even raised cloth sails and set out in a desperate attempt to stop the attacks. Private boaters and fishermen set out in even smaller craft, forming what came to be the Coast Guard Auxiliary.

The best and fastest way to patrol for and spot enemy submarines was from the air. With the Civil Air Patrol's creator, Gill Robb Wilson leading the way, the military reluctantly gave the enthusiastic private pilots a chance to show what they could do. A ninety day experiment was authorized, with three bases being formed.

The value of the patrols was immediately seen after their commencement in March of 1942. U-Boat Captains had no idea who or what these tiny planes were, or where they came from. Were they armed? Were they in contact with larger aircraft or destroyers? The sub commanders didn't wait around to find out. Upon the arrival of Civil Air Patrol planes, which the U-Boat commanders called "yellow bees,"<sup>1</sup> U-Boats dove for the protective cover of the deep. Daring CAP pilots carried the ploy one step further by diving at unsuspecting subs as though

they were really armed.

The lack of arms allowed the U-Boats safe escape. Too often, military help summoned to the scene arrived too late. In one instance off the coast of Florida, a U-Boat spotted by a CAP patrol lay stuck in the mud. Helplessly, the CAP plane circled and circled, calling out over the radio repeatedly for help. By the time help arrived, the U-Boat had freed itself and was long gone. Upon learning of the incident, an exasperated General "Hap" Arnold, commander of the United States Army Air Corp. blurted out, "I don't care if those pilots have to throw bombs out the damned windows, they are going to be armed!"<sup>2</sup>



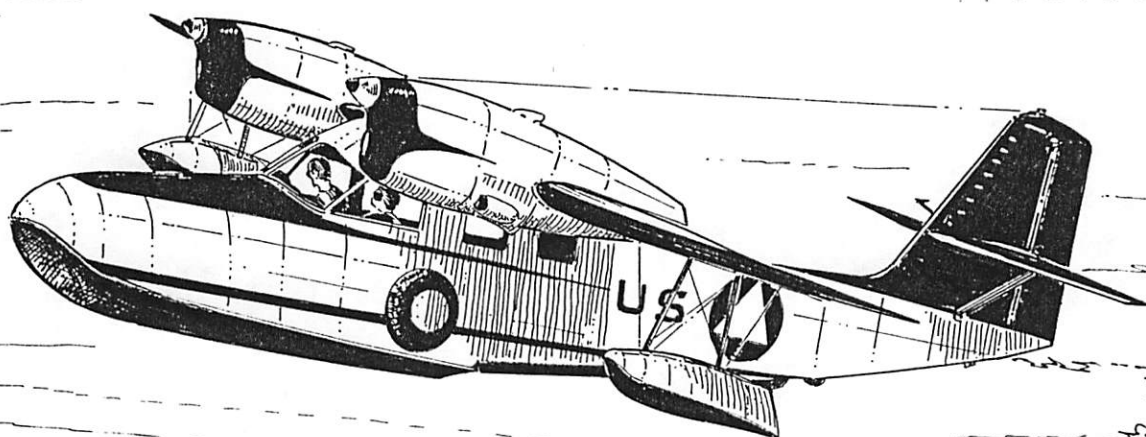
This painting, done by aviation artist Keith Ferris, depicts Major Wynant Farr and Captain Johnny Haggin, making an attack run on a German U-Boat off the New Jersey Coast in July, 1942. Note the 325 lb. aerial depth charge dropping below the right wing.



Civil Air Patrol planes became armed in June. Some carried one hundred pound demolition bombs while some of the larger planes lugged three hundred and twenty five pound aerial depth charges aloft. The largest planes, the Grumman Widgeons, could handle two depth charges. It was one of these planes, on the morning of July 11, 1942, that brought the Civil Air Patrol the most glorious moments in its history.

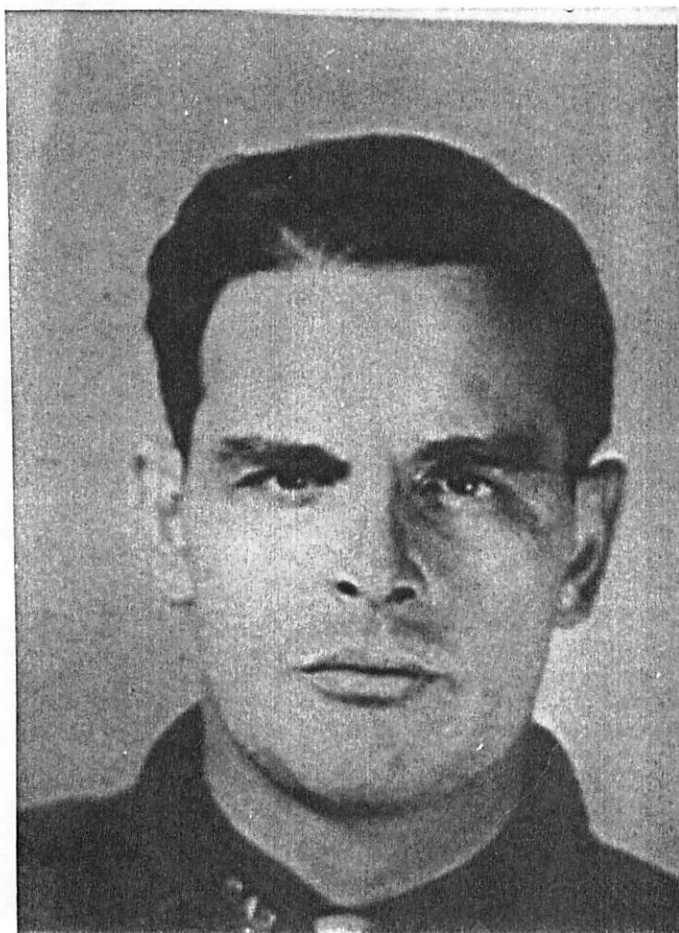
On that morning, an Atlantic City patrol spotted a U-Boat cruising near the surface, off the coast of Absecon, New Jersey. The aircraft was running low on fuel, and had to return to base. Major Wynant Farr grabbed Captain Johnny Haggin and the two took off in Bill Zelcer's Grumman Widgeon, which cradled a three hundred and twenty five pound depth charge under each wing. Arriving on sight they found a faint trail of oil globs rising to the surface. As the submarine silently glided below, the two decided to shadow it, hoping it would surface at least to periscope depth. They only had two charges, and they wanted to make them both count.

For nearly four agonizing hours, the Widgeon played a deadly game of cat and mouse. Soon they were running low on fuel and would have to turn back. Suddenly, the U-Boat made the fatal mistake that Haggin and Farr had hoped for as it surfaced to periscope depth. Haggin swooped down in front of the submarine and Farr released the first charge. As they climbed away, the explosion nearly knocked the plane out of the sky. Oil began rising to the surface, and a widening slick began to form on the water. The widgeon circled around again and Major Farr dropped the second charge into the middle of the slick. As they climbed out, the explosion sounded, and for a second, Farr thought he saw, the nose of the sub break the surface and quickly slide below. More oil bubbled to the surface and as the widgeon circled, broken deck planking and other debris began to float to the top.<sup>3</sup>



In this rendering by New Jersey Wing artist, Lt. Colonel Robert L. Rioux, Haggin and Farr pull away after dropping their second depth charge. Farr's head is turned towards the rear and he catches a glimpse of the U-Boat's nose breaking the surface as bubbles churn the widening slick of oil and debris on the ocean's surface.

Coast Guard boats out of Atlantic City arrived on the scene and dropped additional depth charges. Samples of the large oil slick on the surface were taken and brought ashore for analysis. When Haggin and Farr landed back at their base, they rushed to get a letter off to Civil Air Patrol National Headquarters, describing their heroic deed. They got a response several days later from the National Commander himself, Earl L. Johnson:



Captain John Ben Ali Haggin



Major Wynant Farr

OFFICE OF CIVILIAN DEFENSE  
Washington, D. C.

July 17, 1942

Base Commander Wynant C. Farr  
Pilot John Haggin  
Civil Air Patrol  
Atlantic City Airport  
Atlantic City, New Jersey

Dear Commander Farr and Pilot Haggin

The action which was taken off Atlantic City the other day was the most pleasant happening that has occurred since Civil Air Patrol was organized. It made everyone at Headquarters very happy.

I took your letter personally to General Arnold and he in turn read it to the Senate Appropriations Committee in an off-the-record session. It pleased him immensely. We are going to see if something can be done to secure some sort of medal for you both. From the standpoint of the moral of the whole organization, it is too bad that an incident of this kind cannot be publicized but some day the story will be told and the general public will realize at that time what a great job you and all of the other members of Civil Air Patrol on task forces are doing.

I am going to drop down and see you personally very shortly.

Sincerely yours,

Earle L. Johnson  
National Commander

Because of national security, no public mention of their great accomplishment was made. Additionally, it is most likely that Admiral Ernest J. King, commander in chief Atlantic Fleet, was in no hurry to publicly admit that civilians had done what his naval forces had little success in doing up to that point. Even many of the Civil Air Patrol members who were at the base itself were unaware of Haggin and Farr's victory. Captain Rudy Chalow, the base's chief maintenance officer admitted, "I didn't even know about it until I read about it in a newspaper almost after the war was over."<sup>4</sup>

Although the story of this great day in Civil Air Patrol history became legendary, the actual records of the event were eventually lost over time. Several moves by National Headquarters over the years and a fire destroyed much of the Civil Air Patrol's war time documentation. A great deal of this history was preserved only by books and magazine articles which have retold the story over the years to ensuing generations of CAP members and historians. It would be nearly fifty years later before the details of this event would be pursued in any depth again.



## CHAPTER 2

1975

### BEGINNING THE SEARCH

My personal interest in this particular event in Civil Air Patrol history began many years ago in my cadet days, the middle seventies to be specific. My first exposure to CAP history of any type began as I poured over "Introduction to Civil Air Patrol." My concern was more in passing the Curry Achievement test and earning that first cadet stripe. Introduction to Civil Air Patrol was required reading. At the time, I did not appreciate what was written. CAP's past accomplishments were not emphasized in my squadron. There was no emphasis at all on history in my cadet training. We had no members in our squadron that were from the "Old Patrol" and I doubt very much if any of the members who were there were really conscious of it either. My world as a Civil Air Patrol cadet then was limited to uniforms and earning those coveted blue and white cloth stripes, marching, flying, and getting "mission qualified."

It was several years later that perchance, I went into a local Army-Navy surplus store and asked about CAP insignia. The clerk pulled out a dusty box and low and behold, he had some. There were a number of items that I needed, and some strange ones that I did not recognize. I bought a few of everything and from that point on, I would always carry around my little box and ask questions about my "goodies" whenever I encountered one of those "older senior members" who had been around awhile.

By luck, it was one of those old timers who transferred into my squadron from New York Wing. Lt. Colonel Herbert H. "Tex" Rice had been around since World War II. He had stories, so many stories. While most of the other cadets would politely find excuses to sidle away from "the tempermental fossil," I

cherished the man's memories and spent countless hours listening to his tales of CAP's yesteryear. By that time I had served my term as cadet commander and had outlived my usefulness as a part of the cadet command staff other than to serve as an advisor. I had idle time to spend at unit meetings. My main activity in the program was spent at the Group and Wing level.

It was on one of my nights with Tex that I happened to show him my box of "goodies." For every piece of insignia that I had accumulated over the years, Tex had a story. The next week, he had a box for me, and he told me that the contents were mine to keep. There was an old original senior member officer's hat device, a few pairs of "droopy" command pilot's wings, and some other odds and ends. It was that old hat device that opened my eyes. I had never dreamed possible that such things could still exist.

Then he handed me some manuals, "The Civil Air Patrol Manual, 1 August, 1949." My heart raced. I couldn't believe what I was seeing. Pictures of old uniforms and insignia, new historical information about the old Civil Air Patrol, and insight. Valuable, precious insight into what the old Civil Air Patrol was really about. I began to understand the pride and the sacrifice. I began to understand that there was more to it than just earning those little plastic ribbons with the funny pictures on them. There was more than just stripes and shoulder boards, and encampments and special activities. There was a special heritage here. Old Tex provided the spark that started the fire. I saw the gleam in his eye as he saw the twinkle in mine. I wanted to know so much more. I had so many questions.

I never got to ask them. Tex took sick. I wasn't able to speak to him again. A few months later, he died.

Old Tex was gone. That kindly old fellow who harped on the other senior members to remember that "this is no social club." That crazy old guy who wasn't afraid to wear that old CAP uniform and tell the Wing Commander, "I earned it, I'll

wear it, and remember that I was a Lt. Colonel in CAP before you probably ever had enough sense not to stand near a turning propeller." His passing was a loss, but perhaps it was a greater loss to me, than anyone else.

I began to seek out the old Civil Air Patrol. Uniforms, insignia, pictures, newspaper clippings, anything that I could find. I don't know why it took me so long, but I finally bought copies of "Flying Minute Men" and "Hero Next Door," from the CAP Bookstore. I began reading and Civil Air Patrol history became a passion.

As I really began to dive into it, one of those things that stares you right in the face but you are too blind to see, finally slapped me awake. It had all started here in New Jersey! Right smack in the state that I lived in, it started here. That story, the one about the submarine sinking? The one I read about all those years ago studying for that first cadet stripe; it took place here in New Jersey.

I began to wonder. Could that submarine wreck be out there somewhere, still on the bottom? What about the men at the base who sank it? Were any of them still around? Still alive? Or were they all gone like Tex? Was there any way to find out, or was I grasping at straws? CAP's start, that New Jersey Coastal Patrol base, and that submarine sinking became my pet projects.

My insignia collecting led me to my next important discovery; the Civil Air Patrol National Historical Committee. It started when I sent some insignia to a really amazing woman; Colonel Louisa Morse, of Delaware. She in turn got me in contact with Lt. Colonel Lee Ragan, of Texas. Through Lee, I met Lt. Colonel Len Blaskovich of New York, and later, Lt. Colonel Allan Pogorzelski, also of New York. These people in turn, introduced me to Colonel Lester Hopper of Louisiana, the Civil Air Patrol National Historian. Through the recommendations of these pioneers of the Civil Air Patrol Historical Program, I received an appointment to the Civil Air Patrol National Historical

Committee. My assignment: To research and write the history of the Civil Air Patrol's formative years and the wartime activities of the CAP in and around New Jersey.

I began to search. As any historian will tell you, researching annals that have long been ignored is a monumental task. It is a jigsaw puzzle of facts; of bits and pieces of information that must be painstakingly fitted together to tell a story. It takes careful detective work to find the pieces, and great amounts of patience in fitting them together; making sure and verifying that the pieces placed together are correct and factual.

My work took me in several directions. I looked for traces of Gill Robb Wilson, the man with whom it had all started. This area had barely been touched before. I sought to write the history of the New Jersey Wing, another area of history left unrecorded since World War II. Within that New Jersey History, I wished to research and tell the story of Coastal Patrol One. Within this topic was yet another subdivision; the Haggin-Farr sub kill.

Using "Flying Minute Men," I made a list of names of people to try to seek out. One by one, I began to locate surviving veterans of Coastal Patrol One. I visited Bader Field in Atlantic City where the base had been. Colonel Hopper provided me with documents and photographs from his archives which not only provided priceless information for my work, but also more leads and clues. Before long, I added recorded oral history interviews with several of the Patrol's members. I traced them down in New Jersey, New York, Indiana, Florida, South Dakota, and California!

One of the most exciting interviews was when I found Wynant Farr's daughter Virginia, living in New York. To my dismay, I found out that Major Farr had passed away in 1974. Virginia had been at the base, but not during the sub attack. She was able to recount the story of the sinking as she remembered her father telling it. It was much the same as I had read it in

"Flying Minute Men," and "Sank Same," a copy of which I had been loaned by Rudy Chalow. I was a little disappointed in that I really gained no new information about the sub attack, nor had I found any tangible evidence to support it. Overall however, I was very pleased with the information about the base that I had gained as well as a few photos and artifacts that she had provided.

From the prospective of a true historian, I had to consider a chilling thought. What if the attack had never occurred? What if it never really happened and the whole thing was a hangar story; a hoax? I didn't want to believe that. In my heart I couldn't believe that, but it was something I had to consider.

My next breakthrough came when I traced down Johnny Haggin's half brother in Manhattan. He gave me Johnny's address in Florida. I tapped off a letter and paced the floor waiting for a return reply. It didn't come. I wrote again. Still no reply. I tried Southern Bell information. The number was unlisted. I couldn't help but think that my fears of a hoax were true. He was ignoring me because he didn't want to talk about it; didn't want anyone to know.

I tried writing once again. Three days later, I got a phone call. It was Johnny's secretary. She told me that Mr. Haggin had been very ill and was unable to read or answer my letters. To my devastation, she informed me that Johnny had died. She did tell me that Haggin had never told his second wife or anyone else in his family about his Civil Air Patrol days. She asked me to explain it to her, and I did. I promised to send her copies of the story of the sinking in "Flying Minute Men." I photocopied the entire book, "Sank Same" and sent it to her.

A short time later I received another phone call. It was Haggin's secretary again. She told me that Mrs. Haggin was spellbound when she read what I had sent. In the wake of his death, she had been thrilled to read about her late husband's heroics. Their son was also fascinated. She informed me that in gratitude, they were sending me some of Johnny's papers,



in hopes that it would be of some value in my research.

I had ants in the pants for days. When the package arrived, my heart raced. I opened it up and found some letters, and some of Johnny's military records (he had flown PBY's for the Army Air Force after the coastal patrol had ended). There was something else in the bottom of the box, hidden under the Styrofoam shipping peanuts. My racing heart jumped into my throat when I realized what it was. In my hands I was holding the pilot log books of one Captain John Ben Ali Haggin!

The log books, four in all, began with Haggin's earliest instructional flights in August of 1932. As I read on, flights logged in the Spring of 1942 were noted as CAP Patrol at Atlantic City, beginning with 26 March, 1942. Finally, I couldn't wait any longer and I flipped ahead to the date in question, 11 July, 1942. I was disappointed.

Unlike it was suggested by William B. Mellor in his book, "Sank Same," there was in fact no notation of "Sighted sub sank same." There was no notation of any sort to indicate that anything special had taken place on that date. I did consider that security would not permit such a notation. None of the other patrol flights logged, indicated where or what any of those flights consisted of, or what happened on them either. All other flights logged that were not anti-sub, were detailed as to where and what and with whom he had flown.

What the entry did confirm was two things. As suggested by "Flying Minute Men" the sighting and subsequent chase of the submarine pushed the pursuing aircraft nearly to the limits of its fuel range. "Flying Minute Men" also states that the chase went from "11:00 A.M. until 3:30 P.M." This does not account for the flight time to the sighting, the time spent during the attack, or the return flight to Bader Field. It is unknown whether the Widgeon was fully fueled when it took off. It must also be considered that aircraft was lugging a pair of three hundred and twenty five pound aerial depth charges the whole time too.

LOG BOOK NO. 2 PERIOD 1938 TO 1942NAME JOHN BEN ALI HAGGIN  
ADDRESS FOET SALONGA ROAD - P.O. #1  
CITY NORTHPORT - LONG ISLAND  
STATE NEW YORK PHONE NORTHPORT 762# 9,120 LICENSE INFORMATION  
LICENSE NO. 41559 CLASS 80-600 RP - MULTI-LAND - SEA ISSUED 193  
LICENSE NO. 176822 CLASS 80-600 RP - MULTI-LAND - SEA ISSUED 193  
LICENSE NO.            CLASS            ISSUED 193

## DEPARTMENT OF COMMERCE REGULATIONS

COVERING PILOTS LOG BOOKS  
(AERONAUTICS BULLETIN NO. 7)

## Sec. 54. Pilot's Certified Log Book.

"A licensed pilot must keep an accurate record of his solo flying time in a log book in which the entries have been certified to and signed by him and attested by one of the following persons:

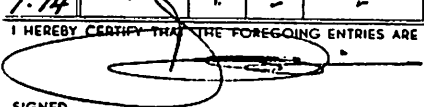
- (A) An official of an approved type airplane or engine manufacturing company.
- (B) An official of an approved flying school.
- (C) A contract United States air-mail operator.
- (D) A notary public.
- (E) A properly authorized operations officer for any military organization.
- (F) Department of Commerce aeronautical inspectors.
- (G) Any officer of an organization engaged in the operation of aircraft when such officer has direct knowledge of the authenticity of the entries.

This log book shall contain the date of flight, the type of aircraft flown, the license or identification number of such aircraft, the type of engine, the duration of the flight, and the points between which such flight was made, and, in addition, when any flight results in serious damage to the aircraft, a notation to this effect shall be entered. This log book must be presented, upon demand to any authorized representative of the Department of Commerce or State or municipal officer enforcing local regulations or laws involving Federal compliance."

## Sec. 46. Classification of Airplane Weights.

"Pilot must certify that demonstrate their ability to navigate to distant aerodromes or both in one or more of the weight classes set forth below. Such demonstration shall be to the satisfaction of the examiner for the Department of Commerce."

- Class 1. Gross weight not more than 1,000 pounds, single engine.
- Class 1A. Gross weight between 1,000 and 3,500 pounds, single engine.
- Class 1B. Gross weight between 1,000 and 3,500 pounds, multi-engine.
- Class 2A. Gross weight between 3,500 and 7,000 pounds, single engine.
- Class 2B. Gross weight between 3,500 and 7,000 pounds, multi-engine.
- Class 3A. Gross weight over 7,000 pounds, single engine.
- Class 3B. Gross weight over 7,000 pounds, multi-engine.

1942 DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	
7-5	GRUMMAN	L15	4477	28674	RANGER	400	
7-6	"	"	"	"	"	"	
7-7	"	"	"	"	"	"	
7-8	"	"	"	"	"	"	
7-9	"	"	"	28671	"	"	
7-10	"	"	"	28674	"	"	
7-11	"	"	"	"	"	"	
7-12	"	"	"	"	"	"	
7-13	"	"	"	"	"	"	
"	"	"	"	"	"	"	
7-14	"	"	"	"	"	"	
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.							
SIGNED 							

CROSS COUNTRY		INSTRUMENT		DUAL		SOLO		DAILY TOTAL TIME	
FROM	TO	RADIO OR HOOD	AS INSTRUCTOR	AS STUDENT	DAY	NIGHT			
A.C.	GREENWICH				2	30		2	30
TOTAL					4	30		4	30
"					5	-		5	-
"					4	25		4	25
"					4	30		4	30
"					3	30	30	4	-
"					6	10		6	10
"					4	45		4	45
"					4	30		4	30
"					3	20		3	20
	MICHELL	45			2	25		2	25
	TOTAL	45			45	35	30		
	AMT. FORWARD	69	-		803	40	99 10	971	50
	TOTAL TO DATE	69	45		849	15	99 40	1010	40

According to Haggin's log book, a Patrol flight of six hours and ten minutes was flown on 11 July, 1942. Although this is not concrete proof, the time logged would be reasonably consistent with "Flying Minute Men" and the other details that I had considered.

The other important fact confirmed by the log books is of great historical significance. The log book proves that on 11 July, 1942, Johnny Haggin was indeed flying a Grumman Widgeon, tail number NC28674.

What did I have up to this point? A daughter's memories of her father telling his heroic story. Accounts in books that had been written nearly fifty years ago. Log books of the pilot which provided information that was consistent with book descriptions of the duration of the flight and the right type of aircraft being flown on the right day. I had a vague location of the initial sighting, twenty four miles off the coast of Absecon, New Jersey, and an even sketchier description of the chase.

Finding the submarine itself would be the best proof I could possibly have. Even if I was rich and could afford to fund such an expedition in an attempt to find it, where would we look? According to "Flying Minute Men," the sub traveled, "moving along in a straight line, parallel to shore." Was it north or south? Was it exactly parallel, or was it drifting gradually further east out to sea, or west, closet to shore? At twenty four miles out, it is doubtful that Haggin and Farr could even see the shoreline to reference from. Although this gave some possible indication, the area of probability was still tremendous.

Taking further into consideration the "Flying Minute Men" account that the sub was "loafing along at only about two knots per hour" would help narrow down the probability zone, but without a more precise starting point and a more definite direction of travel, an expedition could dive for years and find no submarine.

There is also nothing to indicate that the sub maintained speed or direction for that matter. Was the Captain aware that he had been sighted? Was he aware that Haggin and Farr stubbornly continued the pursuit for hours? Was any evasive action taken by the U-Boat? If the latter had occurred, then innumerable changes in course, speed, and even depth might have taken place during the chase. With these considerations, the zone of probability would have to encompass almost the entire offshore area of the New Jersey coastline.

I consulted with some area divers and dive shop owners. Based on the sketchy information that I had, I asked about the likelihood of the submarine being found. They laughed. It was not far from the answer that I expected, but not being a diving expert I needed to satisfy my own curiosity.

By this time, I had to turn my attention to other things. It was nearing the Civil Air Patrol's fiftieth anniversary and I had to begin to support that. As a historian, I was being counted on for a number of projects. With these commitments looming, I was going to have to put my research on hold for a while. Then something unbelievable and amazing happened.

## CHAPTER 3

1991

### THE DISCOVERY

It was September 2, 1991 when the charter dive boat Seeker, cast off its moorings at Brielle, New Jersey and headed through the Manasquan Inlet and out to sea. Captained by Bill Nagle, the Seeker carried a group of divers that day to investigate one of three "undiscovered wrecks" which had previously been located. Although Nagle knew something was down there, it would be up to the divers to find out what it was.

Among the divers that day was Captain John B. Chatterton. Chatterton was a commercial diver, a scuba instructor, and an experienced deep water diver. He dove on wrecks around the world, including famous ones like the Andrea Doria.

After a five hour trip, the Seeker located the unidentified lump on the ocean floor at a point about sixty five miles east of Pt. Pleasant, New Jersey. A grappling hook was dropped and a line to the wreck anchored the Seeker above. The water was discovered to be deeper than anticipated, about two hundred and seventy feet. For most sport divers, one hundred feet is usually about the limit. Since Chatterton was the most experienced diver, it was decided that he would go first.

Donning his gear Chatterton went over the side and followed the line down. When he reached the wreck, it was very dark. Visibility was only ten to fifteen feet. He found the edge of the hull and followed its curve. At first he was confused. The top of the hull curved inward to meet the deck area. If it were a ship, there would be a gunwale protruding above the main deck. He began to think it was a barge.

He quickly changed his mind when he next found a hatch. Unlike that which would be found on a ship or a barge, this one was designed for great pressure. Continuing to survey the



mysterious hulk, his light shone on a high pressure cylinder. Then it hit him. "Holy Smokes! This is a submarine," he excitedly realized.

The ascent from such a deep depth took a long time. Chatterton could barely contain his excitement as he slowly decompressed. When he finally reached the surface and alerted the other divers that the wreck was a sub, there was pandemonium as the Seeker's entire complement raced to suit up and see the sub for themselves. In all of their excitement, nobody recovered anything from the wreck that would help identify it.

It was decided that the discovery would remain their secret for the time being. Nagle and Chatterton feared that other boats and divers would descend on the wreck. The others might bring up the artifacts that could identify the vessel and then they would get the credit for learning the wreck's identity.

The second trip out to the wreck by the Seeker also failed to recover any revealing artifacts. Worse, one diver was killed, when for unknown reasons, he lost consciousness and was swept away by currents. Other divers in the party tried to reach him, but to no avail. His body was recovered by a fishing vessel several months later. Diver John Yurga brought up several objects from the sub, but none of the items held any clues as to its origin or even age.

In the meantime, John Chatterton attempted to discover the mystery sub's identity through research. U.S. Navy records indicated no submarine wrecks within hundreds of miles of the site. There was an early theory that perhaps in the frenzy of the early part of American involvement in World War II, perhaps a sub had been sunk without the attacker's knowledge. In those days, what few Navy and Coast Guard vessels were available, often depth charged anything that even slightly resembled a submarine. After the war was over, more than one Civil Air Patrol crew for example had admitted to bombing whales mistaken for U-Boats.

The third dive proved more fruitful. Divers Chatterton,

Steve Gato, and Dan Crowell each brought up relics that proved the sub's origin and age. Among those items recovered was a gun sight, and several dishes and bowls. Dates were stamped on the backs of the bowls and dishes ranging from 1936 to 1942. In addition, the later dated ones also displayed the Nazi eagle and swastika. A swastika also ornamented the gun sight. There was no doubt now; it was a World War II German U-Boat. The burning question now was; which U-Boat was it? Even more unexplainable; how did it get there?

On September 29, the U-Boat was photographed and video taped. The photos and video were shown by Chatterton to Professor Henry Keatts. Keatts, a professor at Suffolk Community College, and co-author of the book, "Dive into History: U-Boats," was also at a loss to explain it. From the tapes, he was able to provide one important piece of information. The U-Boat was a Type IX long range model.

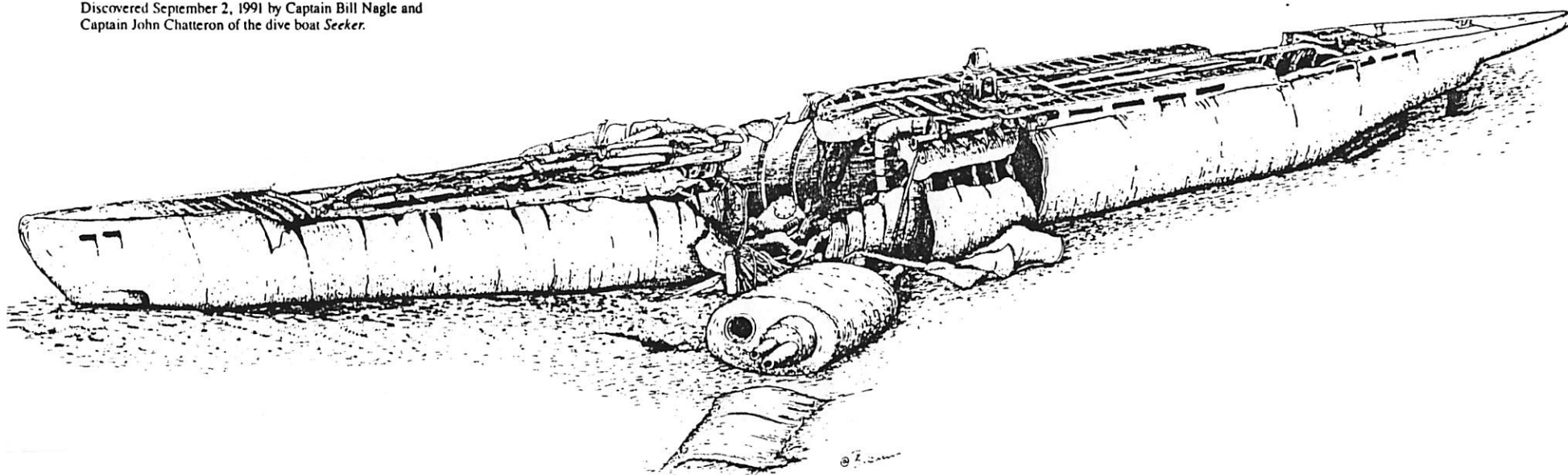
With no further information coming from either American or German sources, it was decided to call a press conference and announce the U-Boat's discovery. The exact location of the wreck was not revealed, but when the story hit the papers on October 18th, it caused a sensation. Nagle and Chatterton were deluged with calls from sailors and all kinds of people offering information and explanations, but none of them really made sense.

When the sub story hit the papers, I didn't see it. I had committed to doing a huge uniform and insignia display for the Northeast Region Conference. I had no time to read newspapers or even watch the news on television. I was totally unaware of the U-Boat's discovery. On the twenty second of October, I got a phone call from LTC Dave Polinger of the Northeast Region. The thought had occurred to him that the mystery sub might be the one that the Civil Air Patrol had sunk. Everyone he talked to told him that I was the expert on operations out of Atlantic City; thus he called me.

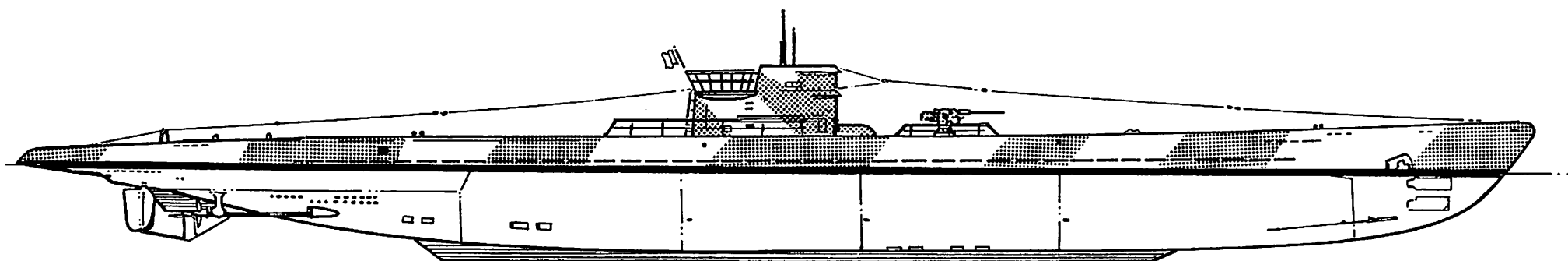
He asked me if I had heard about the sunken U-Boat found

# MYSTERY U-BOAT

Discovered September 2, 1991 by Captain Bill Nagle and  
Captain John Chatterton of the dive boat *Seeker*.

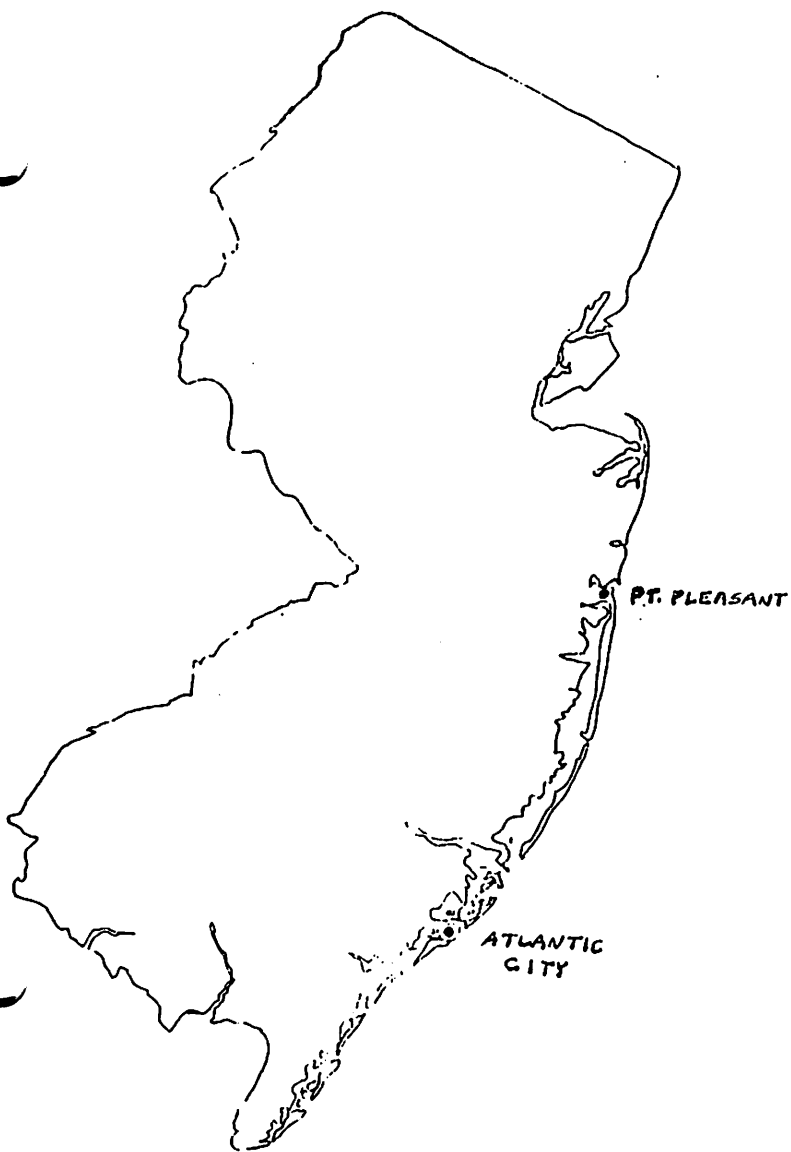


U-Boat drawing, courtesy of Dive Captain John Chatterton.



TYPE IX-C

LTC R. L. R. Joux, 97



★  
APPROXIMATE  
LOCATION  
OF  
U-BOAT

In this map, the position of the wreck of the German Type IX U-Boat is shown. Discovered by Captians Bill Nagle and John Chatterton on September 2, 1991, of the dive boat Seeker, the wreck lies about sixty five miles southeast of Pt. Pleasant, at a depth of about two hundred and seventy feet.

off the New Jersey coast.

"What U-Boat?" I choked out as I tried to breath again, the impact of the question hitting me with full force. Dave explained it to me. I heard his words, but I was struggling to believe what I was hearing. Was this really happening? Was it really possible after all of these years?

Then he asked me if I thought that this U-Boat could be the one sunk by the Civil Air Patrol back during World War II. I thought about it. So far, no one else could explain it. The location, although I still didn't know exactly where it was, was reasonably within my zone of probability I told him yes, that it was possible, and that I was ready to put forth in theory that this was the Haggin-Farr sub kill.

"Great! I was hoping that you would say that," Dave responded. "If you can stay near the phone, I'm going to have someone call you." Dave was a CAP Public Affairs advisor for the region. He was a Senior Vice President at WPIX television in New York City, and he knew the ropes. He saw a golden opportunity for some Civil Air Patrol publicity. He would get it started, then it would be up to me.

Fortunately, I had been a Wing public affairs officer and a qualified mission PAO. I had dealt with newspapers, radio stations, and television news people before. I knew what to expect. I was ready for them, or at least I thought that I was.

The phone rang. It was Mel Juffe of the New York Post. I was surprised, but excited. The Post was one of the largest newspapers in the world's largest city. Polinger didn't fool around. I went through the whole coastal patrol thing with him, along with the story of Haggin and Farr's attack and sinking. I gave him my reasons why I thought it was the same sub. Juffe said he'd call me back.

Juffe called Bill Nagle, the Seeker's Captain. When he first told him about my story, Nagle thought that this was the first explanation that made any sense to him. Juffe also contacted

professor Keatts. Keatts immediately supported my theory by saying, "This is the most reasonable account I've heard so far. It could easily be the same U-Boat." He also stated that, "The action took place in the right area, making it the best explanation to date." Further support came when he referred to the "Flying Minutemen" account of the attack. Keatts said that the CAP's description was, "Consistent with damage done to the U-Boat."

The story made page five of the Wednesday Post, on October twenty third. For the Post, page five is outstanding placement. I was ecstatic. By this time, I had gotten the chance to call Colonel Les Hopper, and let him in on it. He too was excited and very pleased. I had no idea what I had gotten myself into. I was unaware that after the story appeared in the Post, it was picked up by the Associated Press (AP). Now, "on the wire," my theory about the submarine's sinking by the Civil Air Patrol went nation wide!

My phone started ringing off the hook. The Philadelphia Inquirer called. Then more papers called. I don't know how they found me, I never gave anyone the number, but I started getting calls at work the next day. They called Les Hopper too. I patiently gave each reporter the information that they wanted. I almost got in trouble at work for all the phone calls. I tried to explain, but my boss wouldn't believe me until finally, I went out to the car and got a copy of the Post article with my name in it. That got me off the hook.

The next day I got to meet with Bill Nagle and John Chatterton. They showed me the plates and bowls with the Nazi insignia on them. I couldn't believe what I was holding in my hand. They showed me video tapes of the wreck. I was seeing what could be my long sought after submarine! I showed them the Haggin log book, pictures of Haggin and Farr, and a small reprint of the painting of the Widgeon that the attack had been made from. The painting had been done years earlier by aviation artist, Keith Ferris. Everyone was very excited. Of course



# Expert says civilian plane sank U-boat

By MEL JUFFE

The Civil Air Patrol yesterday claimed it has the solution to the mystery of the unidentified German U-boat recently found on the ocean bottom within 100 miles of New York Harbor.

A CAP twin-engine amphibian airplane carrying a pair of depth charges under its wings sank a Nazi submarine in that area in 1942, according to a CAP historian, Maj. Gregory Weidenfeld.

Weidenfeld said he believes that sub is the U-boat whose discovery by divers was announced last week.

His claim was promptly given support by submarine expert Henry Keatts, who had dubbed the U-boat discovery a "mystery" because naval records do not record any Nazi sub being

lost within 100 miles of the site.

"This is the most reasonable account I've heard so far," said Keatts, co-author of "Dive in History: U-boats."

"It could very easily be the same U-boat," he said.

Weidenfeld said the CAP immediately claimed credit for the submarine kill in 1942 and was congratulated for it by Washington a few days later.

The CAP — a force of civilian volunteers flying private planes — was organized in 1941 by New York Mayor Fiorello La Guardia to help defend coastal shipping.

In 24 million miles of wartime flying over water, the CAP spotted 173 subs, dropped explosives on 57 and sank two, according to claims it has made for the past 50 years.

But the two kills, includ-

off the Florida coast, were never acknowledged by the Navy because of its reluctance to give credit to civilians, Weidenfeld said.

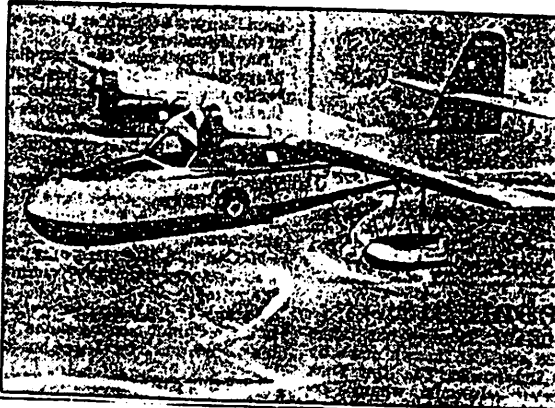
Keatts agreed that the Navy "wouldn't have wanted to acknowledge civilians."

On July 11, 1942, a CAP plane spotted a sub 40 miles off the coast of Absecon, just north of Atlantic City, said Weidenfeld.

He gave this account:

The plane reported its find by radio to its patrol base in Atlantic City and turned back because it was low on fuel.

The base commander, Maj. Wynant Farr, summoned Capt. Johnny Haggin, whose uncle had donated a Grumman Widgeon, which had a pair of pontoons and



PHILADELPHIA DAILY NEWS

PAGE 5

## U-boat likely fell victim to plane

A German submarine from World War II found in the Atlantic Ocean off Point Pleasant may have been sunk by a depth charge from a civilian aircraft in July 1942, a professor said yesterday.

Henry Keatts, professor of biology and oceanography at Suffolk Community College in Long Island City, N.Y., said the theory advanced by a Civil Air Patrol historian appears plausible.

"I know of no other possibility," Keatts said. "It's roughly in the location that this U-boat was found."

On Labor Day, a diving team found the Nazi sub about 65 miles east of Point Pleasant at a depth of 230 feet.

Divers pulled up two bowls and three dishes, each with a 1942 stamp, a Nazi eagle and swastika. They also found a gunsight with a swastika on it.

Civil Air Patrol historian Maj. Gregory Weidenfeld said an Atlantic City civil air base sent out a Grumman Widgeon after a sub was spotted about 40 miles east of Atlantic City on July 11, 1942.

The two pilots in the plane followed the sub for six hours and dropped a depth charge that caused an oil slick to rise to the surface, Weidenfeld said. They dropped a second charge into the center of the slick.

## A clue offered on Nazi U-boat

### Historians say sub was sunk by a Civil Air Patrol plane

by Scott Flander

Daily News Staff Writer

On a sunny July day in 1942, a Civil Air Patrol pontoon plane armed with a pair of depth charges hunted and sank a Nazi sub off the New Jersey coast.

Although it was one of the greatest exploits of the civilian force, the U-boat has never been found.

Or has it? Two Civil Air Patrol historians believe the mystery Nazi sub found recently off the Jersey coast was the one sent to the bottom of the Atlantic that July day.

And both a U-boat expert and the charter boat captain who found the

It had to be the one."

Both Weidenfeld and Col. Lester E. Hopper, the Civil Air Patrol's national historian, said the U-boat was found in about the same area where the sub was sunk.

The Civil Air Patrol is a civilian auxiliary of the U.S. Air Force. Its best-known function is aiding in search-and-rescue missions. According to a CAP pamphlet, during World War II its pilots spotted 173 Nazi subs, dropped bombs and depth charges on 57, and sank or seriously damaged two.

An account of the sub kill off the Jersey coast is included in the 1945 book "Flying Minute Men," a history of the Civil Air Patrol by Robert H. Hopper. Hopper's account was interviews with the Civil Air Patrol's national historian, the late Johnny Haggin, and the late Wynant Farr, Hopper

The Trentonian

Thursday, October 24, 1991

## WWII U-boat found off Jersey coast may have been sunk by civilian plane

Associated Press

POINT PLEASANT BEACH — A German submarine from World War II found off the state's coast may have been sunken by a depth charge from a civilian aircraft in July 1942, a professor said yesterday.

Henry Keatts, professor of biology and oceanography at Suffolk Community College in Long Island, N.Y., said the theory advanced by a Civil Air Patrol historian appears plausible.

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The two pilots in the plane followed the sub for six hours and then dropped a depth charge that caused an oil slick to rise to the surface, Weidenfeld said. They dropped a second charge into the center of the slick.

Keatts said the find is historically important. "It will add to World War II naval history," Keatts said. "It's significant in that it has added information we didn't have before."

July 11, 1942. Haggin, a Grumman Widgeon, supplied depth charges from Bader Field to patrol the coast.

They saw "globes of oil on the surface," and found a submarine, he said. Because the scope depth, they saw it if the first time.

For it to surface, more than three days of oil wake.

It was getting low on fuel. The Widgeon's charges, and geyser of oil and

The sub found off the coast. Although it has been brought to the surface with the dishes with it — Nagle, whose uncle, still doesn't

there were more reporters there.

Later we went to see the Seeker. On board, Chatterton showed me a yellow raincoat which had been taken from a canister located on the sub's deck. It wasn't in bad shape considering that it had been under water for forty nine years.

A few days later things had settled down a bit, or at least I thought they did, as I packed up my exhibit and brought it down to Cherry Hill, New Jersey for the Northeast Region's fiftieth anniversary Region conference. I arrived to find out that everyone was buzzing with excitement over the sub. How could it have been timed more perfectly than to have this discovery made in time for the fiftieth. I also became aware of how widespread this whole thing had gotten when people from all over my state, as well as some of the people from National Headquarters and other states began congratulating me on the stories they had read in their newspapers. "Heard your name on television the other night." "Saw your story in the paper yesterday." It was at the conference that I found out that virtually every daily newspaper in the country had run the story; at least a few paragraphs at the minimum. It also made television newscasts in most major cities across the country. It had been picked up with interest overseas as well.

Much to our amusement, it even made one of the supermarket gossip tabloids when the Weekly World News claimed that a second U-Boat had been found off New Jersey. They gave this story the entire front page with the headline, "NAZI SUB CAPTURED BY U.S. NAVY SHIP! German sailors think Hitler is alive--and Franklin Roosevelt is president!" Needless to say, there was some pretty hearty chuckling when that story broke in November, about a month later.

I was still on a high after the conference, when my bubble was partially burst. Two new claims to the sinking of the sub had been made. Both claims were by individuals saying that they were involved in attacks on submarines in the same area as the Seeker. One was made by a widow from upstate New York,

**WW2 U-boat left Hamburg in 1942 — and surfaced**  
**THREE WEEKS AGO!**

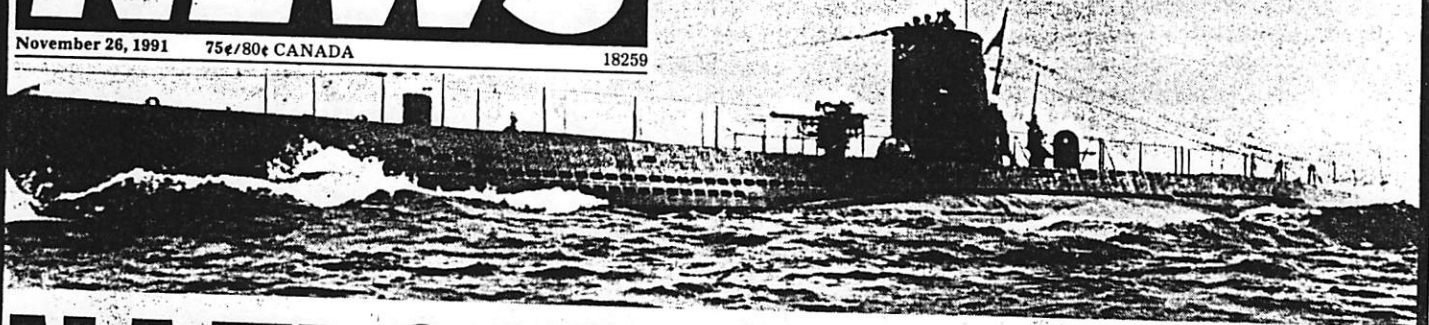
WEEKLY WORLD

**NEWS**

November 26, 1991

75¢/80¢ CANADA

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# NAZI SUB CAPTURED BY U.S. NAVY SHIP!



**German sailors  
think Hitler  
is alive — and**



**Captain  
sails  
into  
TIME  
WARP**

**Franklin Roosevelt is president!**



Even the Weekly World News got in the act.

whose late husband had claimed that his Navy torpedo boat sank a U-Boat in those waters in 1943. Another was made by a man in Rhode Island, who said that he dropped depth charges on a sub from his US Navy blimp.

This was disturbing, but I hadn't proved my theory beyond a shadow of a doubt, so how could I deny them theirs? It was up to me to do everything I could to establish the location of the Haggin-Farr sub kill, while John Chatterton continued to dive on the wreck and tried to identify precisely which U-Boat was out there.

Chatterton, meanwhile, was having frustrations of his own. Numerous dives on the U-Boat failed to unlock the secrets of its identity. The conning tower was detached from the hull and lying on its side in the mud. There were no visible markings on it. A search was made for a brass plate which should have had the boat number engraved in it, and should have been mounted on the periscope housing. It could not be found.

Some former German sailors with whom Chatterton had consulted, suggested looking for sets of tags which should have been on the dogging hatch handles. One of these usually contained the boat number. Several sets were indeed located, but in each set the critical tag was either absent or no longer legible.

A knife with a wooden handle was brought up on one of the dives. In the handle, some initials were carved. I passed these on to Colonel Hopper, who in turn had his own connections in Germany match them against rosters of crews who had sailed on Type IX U-Boats. The initials didn't match anyone.

Colonel Hopper, along with others, poured over records of U-Boat movements and losses, and tried to account for a type IX that was reported lost in this area. There were some possibilities, but nothing that fit like a glove. With the winter weather of 1991 approaching, and the diving season closed, John Chatterton headed off to Germany in search of answers. I was off to search for answers too, but my efforts would remain

here in New Jersey.

Before John left, I told him that I was going to try to pin down the exact location of the CAP's attack. It would help, if I had the precise coordinates of where the wreck lied. John gave them to me. He was no longer worried about other divers. I thanked him and wished him luck on his trip. Before we said good-bye, John told me something else. He had a theory.

First we discussed the other two claims. As far as his research had shown, no Navy torpedo boat had been credited with a submarine sinking anywhere near the wreck. He had also spoken to the airship historian at Lakehurst Naval Air Station. According to him, it was very unlikely that the sub had been sunk by a blimp. Like the torpedo boat, one had never been credited as such in the area where the wreck was located. Neither of the other claims could be completely discredited at this point. Chatterton and I both felt that neither were very likely either.

Then John explained his theory. What if it was a U-Boat that was thought to have been sunk elsewhere, but had survived? What if a boat had been attacked, hit, maybe even damaged; but not sunk? It was an old ploy that the Germans had used, the Japanese had used, and even the U.S. Navy had used. A submerged boat under attack and desperate to get away would fake a sinking. They would put some old clothes, pieces of cork overhead insulation, and some used oil into the torpedo tube. This would all be fired out of the tube by the torpedo crew who would be sure to intentionally let plenty of air out to bubble up to the surface. The attackers would see bubbles, oil, and "wreckage" float up to the surface, creating the illusion of a sunken sub. Letting the boat rest on the sea bottom with all systems shut down, thus producing no sound, completed the deception.

Now John applied this to "our" U-Boat. On 30 June, 1942, the U-158 was attacked and supposedly sunk off Bermuda by US planes. The wreck was never recovered. What if she was only

damaged, pretended to be sunk, and got away. Being cynically persistent as many U-Boat captains were, she headed north again in an attempt to use up her remaining torpedoes on targets prior to heading home to Germany. It was a shameful deed in Hitler's Navy for a boat to return to port without having used up all of her "fish." Before she could use them all in attacks on ships, Haggin and Farr caught her, and their attack was enough to finish the job.

This was indeed an interesting theory. If this was in fact the U-158, the time frame was reasonable for her to still be on the East Coast on July 11th after being attacked off Bermuda on June 30th. The wreck does contain several unused torpedoes clearly visible lying on the floor of the forward torpedo room.

Finally, the U-158, like our mystery submarine, was in fact a Type IX. Were the pieces starting to fit, or was this just a convenient coincidence? Also, I wanted to try to establish from the Civil Air Patrol's point of view, where the attack by Haggin and Farr had taken place.

The first thing that I had to do was plot the coordinates that Chatterton had given me and look at where the sub actually lay in relation to the original reported starting position of twenty four miles off Absecon, New Jersey. This would at least establish the starting and finishing points of the chase. Using an aeronautical sectional chart, I first marked off the position of twenty four miles east of Absecon. Then I plotted the sub's position at 39°-35' North, by 73°-03' West. These coordinates indeed placed the wreck at a position of about sixty five miles east, or actually southeast of Pt. Pleasant New Jersey. It is actually due east of Tuckerton. This answered as well as raised some interesting questions.

The distance of seventy statute miles between the 1942 sighting point and the discovered wreck's position was well within the Widgeon's range. According to information which had been supplied to me by Grumman Corporation, the Widgeon had a fuel capacity of one hundred and eight gallons, with a

thirty gallon reserve. This would place the chase within range of the aircraft. When Haggin and Farr were running low on fuel, they were probably switching to that thirty gallon reserve tank. Still unknown however, is whether or not the Widgeon was fully fueled when it took off.

A question raised here was if the distance between the two points was within range of a submerged Type IX U-Boat to have traveled within the given time. I would have to spend some time researching the capabilities of U-Boats to answer that question. I had little doubt about the Widgeon's range, but I felt uncomfortable with the U-Boat's.

## CHAPTER 4

1992

### LOOKING FOR PROOF

I was becoming frustrated at the lack of available information I had in specific detail about the whole incident. There were too many items that were vague descriptions. I didn't think I could pin it down without any "real" information. Most of the old records from the Civil Air Patrol National Headquarters were long gone. Some had been thrown away, and some had been lost in a fire. The true instinct of a historian told me not to give up hope. Enthusiasm and stubborn persistence had paid off and brought me this far. It was time to look again where I had already looked before, to see what I might have missed.

Once again I dumped a days worth of change into the parking meter at the Ocean County Library. Thanks to an advanced copy of, "Civil Air Patrol 1941-1991 A Chronological Bibliography." I had found loads of information that was useful in many of my other Civil Air Patrol research projects. The bibliography, which was eventually published by the National Historical Committee as Historical Monograph number eight, had been written by fellow historian, Lt. Colonel Donald Borton of the Maryland Wing.

I had met Borton years earlier at a National Board meeting in Washington, D.C. Knowing its value in my work, Don had provided me with a preproduction copy. His work was not so much in CAP history itself, but how and where to find the information that other historians would need. If Don's work hadn't blazed a path for his peers to follow, he had at least created a bright light to illuminate the way for us. With a well used and battered copy of his work in hand, I began the task of plowing through the microfilm again.



After hours of scouring over microfilms, my eyes were blurry and I was seeing double. I needed a break. As my mind withdrew from 1942 and slowly began to refocus on 1992, I remembered my question about the U-Boat's underwater cruising speed. I headed off to the World War II section and parked myself on the floor in front of the shelves. There were many books on the topic, but I gradually found the focus of my interest at the moment; the books on The Battle of the Atlantic.

I leafed through a number of books, always looking at the index at the back. As usual, I found no listing for Civil Air Patrol. With few exceptions, the authors of these books were either totally unaware of the Civil Air Patrol's existence, or had unwittingly dismissed its contributions to the war as insignificant and not worthy of mention. This point often brings my blood to a boil and is one I hope to play a part in changing through my work.

Tempering my personal anger, I picked up a book called simply, "The Battle of the Atlantic, September 1939-May 1943." To my surprise this author gave tribute to both the Civil Air Patrol and their waterborne counterpart, the Coast Guard Auxiliary. Although this didn't help me with my current project, it did provide me with some nice information and quotes for my other work. It also settled me down enough to have the patience to continue on. In the next book that I picked up, I struck gold!

The title itself caught my attention: "War Diary EasternSeaFrontier January to August, 1942." The Eastern Sea Frontier, as I had learned, was the designation of military operations in the Atlantic, along the American East Coast. As I flipped open the book and began to read, I realized that what I had was a general log of all reported incidents along the east coast. This all took place during the height of CAP's coastal patrol operations. The entries, as I read on, included: sub sightings, survivor sightings, reports of torpedo attacks and sinkings, and the positions of mines sighted. It didn't

take long for me to flip to the magic day. There it was, on July 11, 1942.

"13 07: CAP reported sighting submerged sub in (position). Course 280°. This position is three miles west of the wreck of the San Jose (US cargo) sunk in collision 17 Jan. Blimp K-7 reported CG-464 dropped 5 DCs on (position) 6 miles further north. Cape May reported CG21 and 341 went to scene from Atlantic City, to be relieved by CG-226 and 21 dropped all their DCs. Position reported at - . YP-341 dropped DCs in this position, bringing up wood and oil.

At 1730 2 planes dropped 2 DCs in (position). K-7 dropped 4 in (position) followed by four more from planes. YP-341 reported to Atlantic City base with oil samples. PC-507 and CG-464 at scene at 2125 having returned with more DCs."<sup>5</sup>

Now I was getting somewhere! Although action taken specifically by the CAP plane was not mentioned, this information confirmed for me at last that an engagement between a German U-Boat and a CAP plane had indeed taken place on 11 July, 1942. It was no yarn, no hangar story. It had happened. I had Johnny Haggin's pilot log books and the matching entry in the Eastern Sea Frontier Diary to confirm it for me. In order to confirm the sinking however, I needed more specific information. I needed the coordinates that had been edited out of the book. Although copyrighted in 1987, the book apparently used information that the U.S. Navy felt was still important to national security and therefore still classified.

If I could get the coordinates that had been deleted, I could at last establish the true point of contact at which Haggin and Farr had first sighted the sub and hopefully pinpoint where they had sunk it. My hopes were that the final coordinates would match up with the final resting place of the wreck discovered by the Seeker.

I got the number to call and try to find the information I needed in the US Naval Archives. I was referred to someone else, who in turn referred me to someone else. Typical of a government operation, after several more calls, and several more referrals, I finally got the address that I could write to and request the information that was required. I quickly fired off a letter and waited.

While I waited, I called John Chatterton, whom I hadn't heard from in a long time. I found out that all had not been going well for him. His trip to Germany had not uncovered any clues. Worse a recent diving expedition on the Andrea Doria had turned disastrous.

John had traveled all over Germany in search of clues as to the identity of the sunken U-Boat. There didn't seem to be any Type IX U-Boats that were unaccounted for. Many people, including the German government, were interested in finding out the boat's identity, but were only willing to help up to a certain point. Even today, for many people of Germany, the rise of Adolph Hitler and The Third Reich, is a painful and difficult subject.

An added complication was a request that no further dives on the wreck be made. It was felt by some, that the sub was a war grave, and should remain undisturbed. Chatterton had been very careful to avoid disturbing any of the human remains that he had encountered. He purposely avoided allowing them to appear in any of the photographs or video tapes that had been shot. The fact that there were human remains, disproved one U-Boat historians gruff dismissal that this wreck was merely one that had been scuttled by the U.S. Navy after the war.

I was beginning to feel that neither Chatterton nor myself would ever seem to find enough information to prove the U-Boat's identity and if in fact it was the Haggin-Farr sub-kill. When I finally received the information that I was waiting for from the U.S. Naval Archives in Washington D.C., it confirmed a great deal of things. It also raised many new questions as well.

The reported position of the original sighting of the U-Boat was 39°-07'N; 74°-13'W, with a course heading of 280°. This position is about twenty four nautical miles southeast off Absecon, New Jersey. This is consistent with the "Flying Minute Men" account of the action. Although it doesn't specify their position as southeast of Absecon, and that they were more due east of Sea Isle City, they were probably using Absecon Lighthouse as a reference point since it would probably have been more visible to them from that distance out than any other object on the shoreline.

The course heading puts the sub traveling west towards the shore, not parallel. Even if I looked up the magnetic variation for 1942, as much as ten degrees in either direction would still have the U-Boat moving towards the shoreline. Although this would put the sub in position to hit targets along the coast, would they risk this position in daylight? A convoy would be escorted by CAP planes or surface vessels. A single ship, running the coast unescorted, as they sometimes did, would be a more desirable target for a sub with only a few more torpedoes. Was this another piece that fit into Chatterton's U-158 theory?

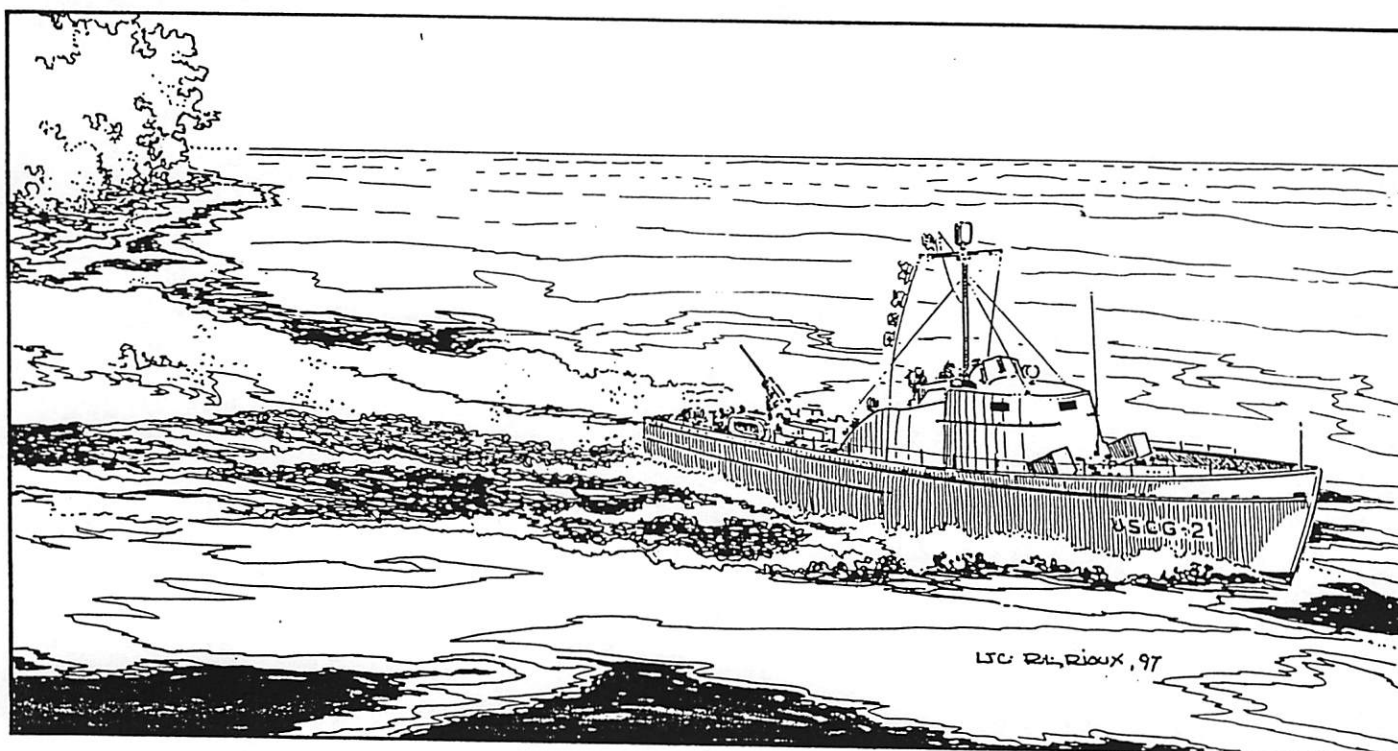
A second position report places the sub at 39°-07'N; 74°-13'W. The report describes this second position as "position later changed to." It is unclear whether this was a new position reported by Haggin and Farr or a correction of their initial report. The second set of coordinates places the sub seven miles further north; closer, but still southeast of Absecon. This also brings the distance between the sighting and the city to only seventeen miles, increasing the likelihood that Absecon light was being used as a reference point.

This segment of the Eastern Sea Frontier diary also describes "globes of oil appearing at distances of fifteen feet and spreading." This certainly matches the "Flying Minute Men" account of the engagement.

The remaining descriptions of action taken by the U.S. Navy and Coast Guard somewhat demonstrate the confusion and

pandemonium that took place in the ensuing hours after the attack. It should be noted that if Haggin and Farr were as low on fuel as is believed, they would probably have made a quick departure from the sight after circling a few times and making the observations that they reported of wood and oil bubbling to the surface.

The first action described is the dropping of depth charges by Coast Guard Cutter #464 at the coordinates of 39°-21'-5"N; 74°-13'W, as reported by Blimp K-7. This position is six and one half miles further north. It is also noted that these are the coordinates of the wreck of the S.S. Almirante, which was sunk in a collision in 1918. In Gary Gentile's book, "Shipwrecks of New Jersey," the action is described as the shape of the wreck being spotted and reported as a possible sub, resulting in the depth charging by CGC 464.<sup>6</sup>



A Coast Guard Cutter drops depth charges on a position off Atlantic City in the hours after Haggin and Farr's U-Boat encounter.

While this incident seems to merely prove that the Navy was chasing shadows in all of the confusion, it brings to light a point that may explain some of the Navy's reluctance to credit the Civil Air Patrol aircraft with a kill. Like the Blimp K-7 incorrectly identifying the Almirante as a submarine, the second reported position coordinates of the CAP's sub sighting are noted as being three miles west of the wreck of the S.S. San Jose. The San Jose had sunk almost exactly six months prior on January 17 as a result of a collision with the S.S. Santa Elisa.

Although the San Jose was a coal fueled, freighter-passenger vessel, it is possible that items such as oil stored in barrels, may have still been oozing from her hull. Navy officials may have deduced that Haggin and Farr mistook the San Jose for a sub and depth charged the wreck, resulting in the debris that was seen rising to the surface. This could arguably be a valid possible account except for one question. Why would Haggin and Farr spend four hours chasing a wreck that wasn't going anywhere?

Additional Coast Guard Cutters arrived on scene and dropped depth charges as well. Three vessels dropped depth charges at 39°-20'N; 74°-11'W. This resulted in wood and oil being brought to the surface at a position one mile southeast of the Almirante wreck. The attacks were still continuing at five thirty that afternoon when two OS2U3 planes dropped depth charges at yet another position, this one being about a mile south of the Coast Guard depth charging. At six in the evening, two planes dropped more depth charges under the direction of the Blimp K-7 at a sight even further south, but much closer to the latter CAP reported position. Vessels returned to Atlantic City with oil samples, but the results of this analysis are unknown.

The Eastern Sea Frontier Diary confirmed some of the details of the described CAP encounter. It further detailed the action of the day taken by the U.S. Navy and Coast Guard

# MAP OF ACTION TAKEN ON 11 JULY, 1942

Position A indicates original sighted position reported by CAP. The arrow indicates the direction of travel.

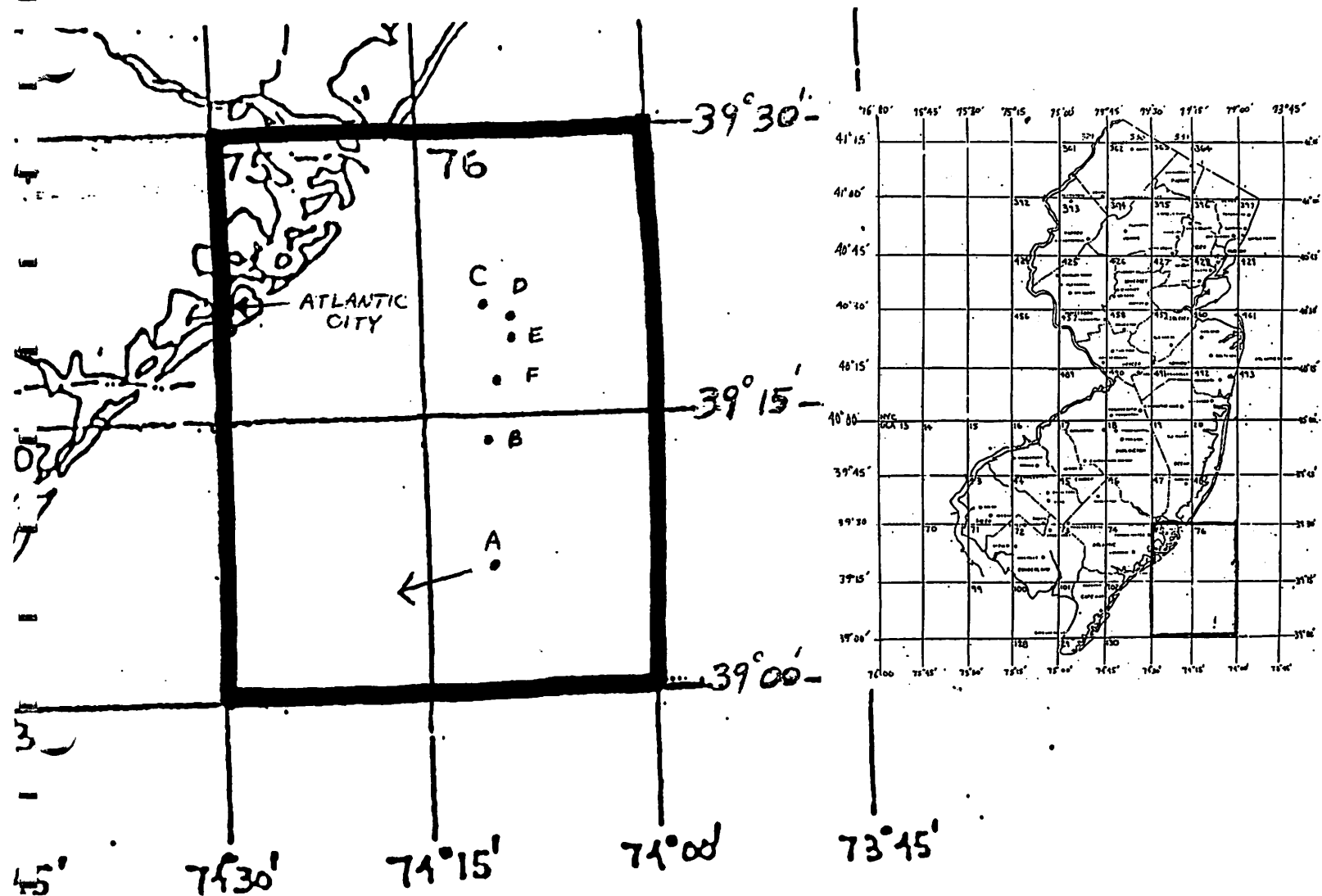
Position B indicates second CAP reported position described as "position later changed to."

Position C indicates position of CG # 464 when depth charges were dropped.

Position D indicates location of additional depth charging by three Coast Guard vessals.

Position E indicates position of charges dropped by aircraft.

Position F is the final point of depth charging, from both the blimp K-7, and aircraft directed by K-7.



as a result of the Haggin-Farr attack. Unfortunately it did not provide the concrete proof that I had been hoping for. Instead, it provided a problem with connecting the Haggin-Farr sub kill with the wreck discovered by the Seeker.

Despite the depth charging of multiple sights, the action of July 11, 1942, all took place within a zone about fifteen miles long by about two or three miles wide. The problem being in that the wreck discovered by the Seeker, lies sixty four miles slightly north, but very far east from this zone. If this U-Boat is in fact the one sunk by Haggin and Farr, how could it have possibly wound up so far away?

If it is assumed that this is indeed the Haggin-Farr sub kill, then one possible explanation is that they did not sink it when they depth charged it. Severely wounded, the stricken U-Boat attempted to reach deep water to hide themselves from further attacking aircraft. Unable to repair damage that was more serious than originally thought, the sub sank.

The problem with this theory is that if this was the case, there would most likely have been an attempt to abandon ship in which case there should have been survivors. According to John Chatterton, the escape hatches on the wreck are open, yet German records indicate no such survivors of a scenario as described.

On the other hand, the records of the Eastern Sea Frontier Diary only indicates the original reported position of the CAP sighting. If Haggin and Farr chased it for over four hours from that position, then the sinking could very well have taken place where the U-Boat wreck was discovered. At this point, no evidence exists to either prove or disprove this theory.

The next possibility to consider is that the U-Boat was sunk closer to Atlantic City, where all of the surface vessel activity took place. If this is the case, then there may be yet another wreck, waiting to be discovered. Finding a wreck in this location would be the ultimate proof of the Haggin-Farr sub kill.



So where does all of this leave me? I have no doubt that the engagement took place as described on July 11, 1942. The entries in Haggin's log book and the Eastern Sea Frontier Diary match up well enough with all of the written and verbal accounts of the attack that I have ever read or heard. That much I feel comfortable with.

Even if John Chatterton solves the mystery of the identity of his discovered U-Boat wreck, it may still not provide the proof that it is in fact the Haggin-Farr sub kill. Although my claim that the U-Boat was sunk by the Civil Air Patrol is still the leading theory as to how the sub came to rest in its Atlantic grave off Pt. Pleasant, this is yet to be proved beyond a shadow of a doubt.

Of course the discovery of a U-Boat wreck in that fifteen by three mile engagement zone, off the shores of Atlantic City would certainly be proof enough, but that has yet to happen. Since I have no reason to mistrust the integrity of Major Wynant Farr and Captain John Ben Ali Haggin, I can draw one certain conclusion. The search for the Haggin-Farr sub kill must continue.

#### FOOTNOTES

1. Michael Gannon, Operation Drumbeat, (New York, 1991), p 356.

2. Zack T. Mosely, Brave Coward Zack, (St Petersburg, FL), p 55.

3. Robert E. Neprud, Flying Minute Men, The Story of Civil Air Patrol, (New York, 1948), pgs 18-19; Frank A. Burnham, Aerial Search, The CAP Story, (Fallbrook, CA. 1974), p 23.

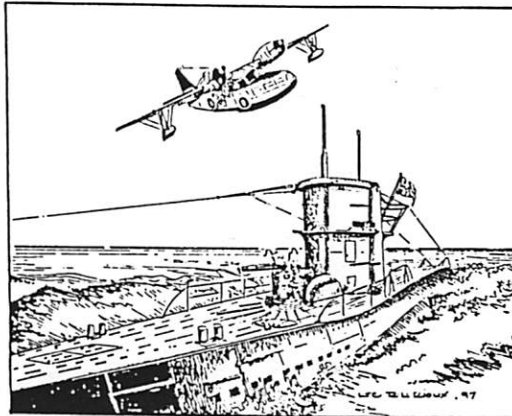
4. Interview, Major Gregory F. Weidenfeld, CAP, Historian, with Rudy Chalow, January, 1989.

5. Robert H. Freeman, War Diary, EasternSeaFrontier, January to August, 1942, (Ventner, NJ, 1987), p 457.

6. Gary Gentile, Shipwrecks of New Jersey, (Norwalk, CT, 1988), p 7.

# THE SEARCH FOR THE HAGGIN-FARR SUB KILL

BY LT. COLONEL GREGORY F. WEIDENFELD, CAP



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